

MISCELLANEOUS INFORMATION

ENGINE PAINT - Dupont Centari (acrylic enamel) #7263 AM is a very close match to the original maroon engine colour. The inside of the engine was sometimes coated with a special-oil proof paint which allowed for better oil flow.

BODY COLOURS - New technology allows for exact matching of original paint colours assuming you have original paint on your car. Most of the large automotive paint companies no longer list the old BMC codes, however when I last checked, R&M still did. Information concerning body paints is readily available through MG clubs, etc.

COLOURS, OTHER THAN BODY - Colors of brackets, etc. have been noted in recently published MGA "history" books. In general most brackets that were to be bolted to the body, etc. were plated and/or painted a semi-gloss black. (In some cases some plated pieces were painted black or body colour.) There are variations in the way certain components were "finished" during certain production periods. Engine painting was apparently done in a fairly sloppy way as it is not unusual to find dark red over-spray on some of the engine sundries. I always found it advantageous to "detail" all pieces on the restorations I completed...in some cases the factory methods of finishing certain areas of the MGA remain vague.

I.D. PLATES - With the exception of the body number plate which is welded to the body, all I.D. plates on the MGA are either screwed or riveted in place. The valve cover plates are held with semi-tubular rivets. The I.D. and Patent plates are held with machine screws and nuts...some cars exported to certain parts of Europe had plates which were "pop" riveted in position. The heater box plates were held with "pop" rivets. The engine plate and windscreen "Auster" plate are held with drive rivets. Early MGA I.D. plates (Possibly as late as 1958 models) had the engine number stamped in the "Eng. No." space. "Later" car I.D. plates had the words "SEE ENGINE" either screened or stamped in the "Eng. No." space. CSR offers all of the fasteners required to hold these plates plus number stamping services.

MGA HERITAGE - The British Motor Industry Heritage Trust has been established to care for among other things the B.M.C. archives and the old MG production records. Your MGA can be traced to its "birth" by sending the chassis number to B.M.I.H.T. Heritage Motor Center, Banbury Road, Gaydon, Warwick CV35 OBJ. (Tel: country access code, (1926) 641 188. FAX: country access code, (1926) 641 555. C/O Archivist. You will receive a document detailing the production of your MGA. There is a fee for this service. Unfortunately, body numbers were never recorded during production so there is no easy way to determine your chassis number (if yours is "lost") by the body number. The chassis number was stamped on the chassis frame - see floor-board Sundries, this book - but as you know this area is prone to rusting and the rather light stamping may be impossible to find. There are acid based chemicals which can be used to help bring the number "up". Eventually, I believe body number sequences will be sorted out by those researching the Coventry and Abingdon records.